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GI	Between German i Date in April 13: 14 15 16 11 19 11 20 22 21	Rellrose Berli Numbe Total 2,260 2,283 2,325 1,325 1,740 1,095	Districts in or of Gars For SCC  116 103 277 111 73 11 136 74	Greifsweld Number of Car Total For St 1,030 - 33 969 - 41 581 - 24 655 22 310 16 371 24 978 31 1,068 25	Schwert rs Number Total  1,562 1,511 1,442 974 965 371 683 1,472	of Cars For SCC 99 29 6 184	Cottbu Number Total 4,372 4,014 3,995 3,661 3,671 3,187 3,478	15 of Car For SO 13 3 12 10		na viena vi
GII	Between German i Date in April 13. 14. 15. 16. 11. 19. 19. 20. 22. 21. 21. 22. 21. 21	Rellrose Berli Numbe Total 2,260 2,283 2,325 1,325 1,740 1,095	Districts in or of Gars For SCC  116 103 277 111 73 11 136 74	Greifsweld Number of Car Total For St.  1,030 - 33  969 - 41  581 - 24  655 - 22  310   16  371 - 24  978   31  1,068   25	Schwerr Number Total  1,562 1,511 1,442 974 965 371 683 1,472	of Cars For SCC 99 29 6 184	Cottbu Number Total 4,372 4,014 3,995 3,661 3,671 3,187 4,002	15 of Car For SO 13 3 12 10		in the second se

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Date in April		of Cars For SGC	Halle Number of Total	of Cars For SCC		of Cars For SCC	Dresden Number Total	of Cars		
1.3	3,913	13	10,357	1,2	4,813	3	5,615	122		
14	3,949	49	10,342	17.	4,851	33	5,435	63		
15	3,773	ΔO	9,663	76	4,554	ธา	5,1/2	64		
16	2,875	26	9,142	53	3,449		4,310	26		
17	3,066	ει	9,726	33	3,489	3	3,231	51		
18	2,000	113	8,369		2,444	2	2,235			
19	2,038	174	8,495	71	2,104	14	2,079	7		
20	3,491	3 <b>3</b>	1,002	1,2	3,992	2 <b>7</b>	4,284	90		
21	3,587	<b>6</b> 6	9,918	72.	4,553	21	4,904	<b>3</b> 6		
2 <b>2</b>	3,912	28	10,014	33	4,567	<b>3</b> 8	5,382	<b>7</b> C		
1 23	3,823	15	10,259	lsh	4,641		5,433	26		

Gomment. The following numbers of railroad cars were loaded in the different RED districts:

Railroad District	Number of Cars
lialle	9 <b>7,257</b>
Dresden	48,050
Erfurt	43,457
Cottbus	42.563
Magdeburg	36,427
Berlin	21 ,254
Schwerin	13,405
Greifswald	9,212

This order reflects the structure of the East German eschony which is centered in Middle Germany. In view of the fact that approximately 100,000 freight cars are available in the GPR, the loading of 28,332 freight cars per day, on the average, results in the average of 3.5 days required for a round trip. This performance is excellent. During the last rejorted period, an average of 30,292 freight cars was

leased per day which represents an average of only 3.3 days for a round trip.

The Soviets claimed only 4,301 cars for their interest shipments; this is about 1.4 percent of the total volume of loadings. During the last reported period, 7,590 freight cars, i.e. 2.1 percent of the total freight space loaded, had to be made available to the Soviete. These figures are surprisingly low. Although in April, traffic of the Soviet occupation forces is usually at a low, it is noteworthy that the volume of non-military shipments was so small. Prior to the end of 1953, reparations shipments to the USSR represented a major portion of Soviet shipments. He parations shipments were officially discontinued on 1 January 1954. This may explain the small volume of Soviet non-military shipments, because shipments proviously carried as reparations deliveries may no longer be declared as services rendered to the Soviets.

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